(c) if not, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) to (c) The issue of reservation for SCs/STs on the pattern of their proportional representation in Rajya Sabha and Legislative Councils and Lok Sabha/Legislative Assemblies has not yet been dealt with in the Consultation Papers released so far by the Commission.

Legal aid to poor in Rajasthan and Orissa

2974. SHRI RAMDAS AGARWAL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the amount fixed for legal aid to poor under the "legal aid to poor" in Rajasthan and Orissa;

(b) the number of poor people in each State, particularly in far-flung areas of Rajasthan and Orissa who have received free legal aid during the last three years district-wise and year-wise;

(c) whether Government have made any survey in this behalf in each State; and

(d) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) Under the provisions of section 12 of the Legal Services Authorities Act, 1987, persons belonging to weaker sections of the society such as, Scheduled Castes, Scheduled Tribes, Women/Child, mentally ill and disabled persons, any person in custody and all other persons who are earning less than Rs. 25,000/per annum, if the case if before a court other than the Supreme Court, and less than Rs. 50,000/ if the case is before the Supreme Court are entitled to receive free legal services.

(b) A Statement showing number of people who have received free legal aid through court-oriented programmes during the last three years viz. 1998, 1999 and 2000, State-wise including the States of Rajasthan and Orissa, is annexed herewith. (*See* below) The district-wise figures are not available as Notional Legal Services Authority is maintaining consolidated figures State-wise;

(c) No Sir,

(d) Does not arise.

Statement

Number of Persons benefitted through court Oriented Programmes for the last three years viz., 1998, 1999 and 2000

(Based on the information provided by the State Legal Services Authorities)

S. No.	Name of the State/Union Territory	No of persons benefitted during the year			Grand Total (Col. Nos. 3 to 5)
		1998	1999	2000	
1	2	3	4	5	6
1.	Andhra Pradesh	1,623	1,584	1,268	4,475
2.	Arunachal Pradesh	—	50	—	50
3.	Assam	—	—	—	—
4.	Bihar	1,680	1,457	558	3,695
5.	Goa	—	—	93	93
6.	Gujarat	1,393	2,306	2,252	5.951
7.	Haryana	332	1,054	1,519	2,905
8.	Himachal Pradesh	178	303	232	713
9.	Jammu and Kashmir	371	935	1,563	2.869
10.	Karnataka	1,050	1,778	1,814	4,642
11.	Kerala	717	701	604	2,022
12.	Madhya Pradesh	26,298	31,738	33,722	91,758
13.	Maharashtra	5,204	4,873	3,258	13,335
14.	Manipur	—	2	—	2
15.	Meghalaya	—	—	—	—
16.	Mizoram	1,376	926	1,940	4,244
17.	Nagaland	—	1,610	1,262	2,872
18.	Orissa	1,023	1,923	1,610	4,556
19.	Punjab	1,591	1,824	1,707	5,122
20.	Rajasthan	1,999	2,465	2,747	7,211
21.	Sikkim	4	46	247	297
22.	Tamil Nadu	39,705	43,823	70,080	1,53,608
23.	Tripura	23	18	45	86
24.	Uttar Pradesh	2,217	4,54,617	4,47,204	9,04,038

1	2	3	4	5	6
25.	West Bengal	2,600	1,700	1,544	5,844
26.	Andaman & Nicobar Island	29	103	229	361
27.	U.T. Chandigarh	258	685	1,031	1,974
28.	Dadra & Nagar Haveli	—	3	5	8
29.	Daman & Diu	—	—	—	—
30.	Delhi	4,855	4,421	3,970	13,246
31.	Lakshadweep	—	—	—	—
32.	Pondicherry	928	802	1,121	2,851
33.	Supreme Court Legal Services Committee	343	603	345	1,291
	TOTAL:	95,797	5,62,350	5,81,972	12,40,119

Modernisation of Ports

2975. SHRI PREM CHAND GUPTA: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the main problem facing our ports is the lack of modern technology and equipment to expedite loading and unloading of ships; and

(b) if so, the steps being taken by Government to modernise our ports?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) No, Sir.

(b) Modernisation and upgradation of ports is a continuous process. To upgrade and modernise port facilities to match with emerging cargo mix and bring Indian Ports at par with International standards, the following steps have been taken:

(i) Construction and equipping of new berths;

(ii) Acquisition of state-of-art equipment to match the emerging cargo mix;

(iii) Setting up of Vessel Traffic Management System (VTMS);

(iv) Labour Training & Welfare; and

(v) Increased role of private sector.